

**COUNCIL POLICY**

SUBJECT: MID-BLOCK STREET LIGHT POLICY FOR DEVELOPED AREAS  
POLICY NO.: 200-18  
EFFECTIVE DATE: January 10, 2000

**BACKGROUND:**

Public streets play an important role in our communities. They are used for walking, jogging, socializing, and a place where people gather for various reasons. They are used as access to transit stops, public parks, schools, shopping, and the like. Public street lighting is becoming more and more important to our quality of life. Street lighting facilitates safe operation of traffic, gives pedestrians a safer traveling environment, promotes night use of commercial shopping areas, and increases citizen perception of safety from crime.

There is a great deal of outreach in various communities in the form of workshops, forums, and meetings, all with a common purpose; to get a sense of what the public's issues and concerns are. One of the common themes heard at most of the meetings are dark streets. Concerns are expressed about inadequate lighting, particularly near transit stops, which are generally utilized by youths, seniors and the disabled; three social groups most reliant on public transportation and most vulnerable to criminal assaults. It is also not just an issue of yellow lights, but a lack of the number of street lights. It should not be assumed though, that every neighborhood wants or needs change, and the lack of supplemental lighting by residents in some parts of San Diego combined with the desire of some people for a 'country' feeling suggests that some neighborhoods might not want additional street lighting.

**PURPOSE:**

This policy, pertaining to mid-block street light spacing, is adopted to increased the level of street lighting on public streets, subject to the availability of funds.

**POLICY:**

Subject to the availability of funds, mid-block street lighting shall be placed such that the spacing of street lights between intersections is no greater than 300 feet; except that, mid-block street lighting shall be spaced no greater than 150 feet within a quarter mile of all transit stops (bus and trolley), as well as in high crime residential and commercial districts. These areas are considered to be a priority for funding. Agriculture-zoned land or open space may be exempted, at the discretion of the City's Engineer, from mid-block street lighting provisions. In addition, exemptions may be granted where Community Planning Areas specifically request such due to community character.

**HISTORY:**

Adopted by Resolution R-285864 05/30/1995  
Amended by Resolution R-292643 01/10/2000